

(c) and (d). The competitiveness of Indian steel vis-a-vis imported steel in the domestic market would depend upon various factors such as quality, landed cost at ports, freight to location of consumer, etc. As per available information for the month of October, 1996, the landed cost at ports, calculated on the basis of average import prices, of Tin Plates (Oil-can-size), Billets (IS-2830; 80/100 mm), pig iron (LM Gr. IV and HR Coil TMQ 2mm) was less than the existing policy, import of steel is freely allowed. However, provision exists in the Customs Tariff Act, 1975 and the rules framed thereunder to investigate cases of dumping and levy an additional customs duty, if it is established that such dumping causes material injury to the domestic industry. The Designated Authority under the aforesaid Act has not, as on 05.12.1996, received any petition for imposition of Anti-Dumping Duties on any steel product.

[English]

#### AIR Station, Leh

2973. SHRI P. NAMGYAL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government have received

complaints from Leh Station of AIR regarding distortion of Ladakhi culture and language together with frequent breakdown of the transmitter and poor relaying system;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir. Some Complaints about falling standards of programmes along with breakdowns in transmitter operation and deterioration of relay quality from AIR, Leh have been received in the past.

(b) Breakdown details for AIR, Leh for the year 1994-95, 1995-96 and from April 1996 to June 1996 are enclosed in the statement.

(c) VHF link and microwave links between studio and transmitter at AIR, Leh have been provided to ensure better quality of broadcast. Efforts are being made on a continuous basis to improve the working of AIR Station, Leh. The Station has been asked to review the programmes and ensure that these are tailored to meet the requirements of listeners.

#### STATEMENT

##### *Details of Breakdowns of AIR Leh during 1994-95, 1995-96 and from April, 1996 to June, 1996*

Year	Irg. His Radiated	Gear B D	% of Gear Gear B D	P/s B D	Percen- tage	Other Causes of B D	Percen- tage	Total	Percen- tage (Overall)
	H M	H M		H M		H M		H M	
1994-95	7049.41	0.39	0.009	3.49	0.056	3.26	0.048	7.54	0.112
1995-96	7180.00	1.20	0.017	1.05	0.013	4.43	0.06	7.08	0.091
April, 1996 to June, 1996	1980.00	05.18	0.252	0.20	0.016	0.04	-	5.42	0.30

[Translation]

#### Train Accident

2974. SHRI DADA BABURAO PARANJPE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the 1348 up passenger train going from Agra to Jhansi met with an accident on the evening of November 3, 1996 near Sank Station situated in Central Railway Zone as a result of which its engine turned upside down and five bogies were derailed;

(b) if so, the details thereof;

(c) whether the Government have conducted any enquiry in this regard;

(d) if so, the findings of the enquiry; and

(e) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Yes, Sir. On 3.11.96, at 7.30 hrs, one dead loco, along with four coaches and two SLRs of 1348 Agra Cantt.-Jhansi Passenger train derailed between Morena and Sank stations of Jhansi Division of Central Railway.

(c) and (d). An enquiry conducted by a Committee of Officers has concluded that this derailment occurred due to old rail flaw.